

NEW-YORK DAILY TRIBUNE, MONDAY, JUNE 20, 1853.

8

SATURDAY, June 18.—P.M.

There was a moderate business done at the Stock Board to-day, with no marked features, but if anything, a rather better feeling than on Friday. At the Second Board, the market was very dull and quotations heavy.

The impression seems to be very general that we are to have a heavy Stock market during the summer, and consequently the disposition to operate, especially among outside, is very limited.

In Exchange there is nothing new. The range of Sterling is now $\pm 9\frac{1}{2}$ P. cent.

Freight are weak for Cotton. Grain is firm. We notice to Liverpool 3,000 or 4,000 bbls. Flour is 9d. $\pm 1\frac{1}{2}$ d. also 10-600 bush. Grain 5d. in ship's bags; that rate afterward demanded in bulk; 20c bush. Cotton 4d., 60c bush. Fustile 60c. 6000 casks Spirits. Turpentine 6c.; Cheese 30c. Ashes 6c. To London, 1,000 bush. Blf. Fr. 1s. 12d.; 300 Bush. 6d. To Glasgow, 600 bush. Flour, 2c. To Rotterdam, 300 tons. Rice 2s. 5d.; 50 bush. 6d.; 100 bush. 5d.; 150 bush. 2d.; 9d.; and to Hamburg, 15 tons Sarsaparilla Root, 30c. To Quebec, 400 bush. Molasses, \$1.50 each. A brig for Kingston, Jamaica, engaged a cargo of Coal at \$3.25; a brig from Bessie S. C. to Rockland, swabbed Lumber and Timber, \$1.25; a brig from Dohob to New York, saved square-edge staves, \$0.50; three from Porto Rico, Sugar at 40c., and Molasses, \$1.50 each; a bark from North Side Cuba, \$3.75; and a brig, \$2.50; two or three small freighters, \$1.50 each; and \$1.25 \pm \$1.00 for Cadiz and one for Manila, \$1.50 each, and loaded with Hay & Logs, ready for return cargo, at \$0.75 tons. A Norwegian ship from St. John to Hull or Grimsby, Davis, 1,000 tons, two British ships from Quebec, one to Southampton with Deals at 12c., and Timber at 4c., and the other to Hull. Timber at 4c. 6d.; a Prussian bark from Riga to Liverpool, 1,000, and 32s. 4c.; and three American ships, one from Cape Chat to London, at 10s.; one from Fowey to Hull, 17s. 6d., and the other from St. Stephen to Bristol, 22s. 6d. The ship Comoro, 440 tons, has been taken up for Australia at \$10.000. The ship North American, 1,302 tons, 10s. 6d. old, built in New-Orleans, Me., has been sold at \$60.000. To California and Australia the freights continue inactive.

The amount received at the Sub Treasury is \$190,353. Payments, \$204,207. Balance, \$7,675,410.

The steamer took but a small amount of gold to-day, less than \$300,000, of which \$35,670 was silver coin, and \$263,889 gold bars. The exports of the week are:

Brixton Cannons, Barbados specie... \$10,000.00
Brixton Cannons, Barbados specie... 50,000.00
Steamer Washington, Bremen, gold bars... 283,593.00
Steamer Washington, Bremen, silver coins... 57,070.00

Total, June 11 to June 18... 603,660.00
Previously reported... 7,021,519.15

Total for 1853... 7,718,000.15

This makes on 't about \$1,300,000 exported in the last two weeks. The shipments do not appear to have the slightest effect upon the money market and excite very little attention. The gold shipped has never been in Bank and of course does not influence their action.

The sales at the Mining Board to day were as follows:

5000 Phoenix Gold..... 53 10 100 Metallico Gold and Cup. 15 60 60

The Nassau Bank has declared a dividend of 4 P. cent, payable on the 11th of July. The New-Jersey Railroad and Transportation Company, an extra dividend of 10 P. cent, in stock, to be apportioned on the 15th of July, to every share for every ton. The New York and Harlem Railroad Company have declared a semi annual dividend of 4 P. cent, on the preferred stock, payable on the 5th of July. The Pithching Railroad Company have declared a semi annual dividend of 3 P. cent. The Eastern Railroad (Boston) and Eastern Railroad in New-Hampshire, have declared semi annual dividends of 3 1/2 P. cent. The Boston and Worcester Railroad Company, a dividend of 3 1/2 P. cent. The Western Railroad Company, 3 1/2 P. cent.

The Locust Point, the sixteenth steamer of the Parker Vein Company sailed from Philadelphia for Baltimore this morning.

The Times gives the annexed table of American Securities held in foreign countries. These estimates however are mere guesses, as in most cases there is no record by which even an approximation to the true amount can be had.

ESTIMATED AMOUNT OF AMERICAN STOCKS owned in Foreign Countries or advanced on Foreign Bonds and issued for various State, City, County, Bonding and Railways purposes, as compared with the amount of Stocks so owned in 1852.

FEDERAL..... \$1,600,000 45,000,000 40,000,000
New-York..... 10,000,000 40,000,000 40,000,000
Pennsylvania..... 10,000,000 30,000,000 30,000,000
Ohio..... 15,000,000 30,000,000 35,000,000
Michigan..... 2,000,000 6,000,000 8,000,000
Massachusetts..... 2,000,000 7,000,000 8,000,000
Maryland..... 6,000,000 12,000,000 12,000,000
South Carolina..... 2,000,000 2,500,000 2,500,000
Georgia..... 700,000 1,000,000 1,000,000
Alabama..... 2,000,000 2,500,000 2,500,000
Mississippi..... 7,000,000 7,000,000 7,000,000
Texas..... 2,000,000 2,000,000 2,000,000
Arkansas..... 2,000,000 2,000,000 2,000,000
Tennessee..... 2,500,000 4,000,000 5,000,000
Kentucky..... 2,000,000 3,000,000 4,000,000
Indiana..... 10,000,000 13,000,000 21,000,000
Illinois..... 500,000 1,000,000 4,000,000
Michigan..... 12,000,000 15,000,000 18,000,000
California..... 500,000 500,000 500,000
N. Jersey Railroads..... 500,000 500,000 500,000
Florida Territory..... 4,000,000 4,000,000 2,000,000
Dist. of Columbia..... 2,000,000 2,000,000 2,000,000

Total... \$141,000,000 \$31,200,000 \$31,5,000

The New Orleans will be seen that the road is some 180,000 tons behind its last year's business to the same time and the canal some 7,000 tons ahead.

The Money Market there is no change to note. On call the supply is superabundant, at 5 to 7 per cent.

It is stated that the \$50,000 of Stock in the Toledo, Newark, and Cleveland Road, owned by the County of Sandusky, has been bought by a Toledo party at 120.

The Michigan Central Railroad Company, we learn, have decided to build at Buffalo, two first-class boats, to connect with their road. The cost of each boat is to be \$200,000. They are to be 300 feet in length, and of 2,000 tons. They are to form a daily line on the North Shore, between Buffalo and Detroit, and to make the trip in four hours. They are to be ready by the 1st of April next.

The other shafts are sinking rapidly and successfully.

The edit is in 300 feet, and will be completed by the 1st of August, at which time the mine will be fully opened, and the force quadrupled. Sufficient barrel and stamp work is raised to make, by estimation, from 2,500 to 3,000 tons, of which 40 to 50 tons are barrel work, and the balance stamp work, of 8 per cent. copper. A steam-engine of 40 horse power, and necessary machinery for stamping the ore will be sent to the mine in 30 days. Thirty tons of richest copper are now on the way to New York. Between the close of navigation next fall and 1st of July, 1854, the Mine Captain promises to get to the Lake 300 tons of copper.

The Derby mine is open with the best of prospects. The main shaft is down about 40 feet, and the vein steadily in proves as the shaft sinks on it.

The appearances at the Windsor are just as favorable as they were at the Norwichtown when the latter was of the same age.

It has every appearance of being a first-class mine.

The Auditor of the State of Indiana has issued a circular stating that no bank can be organized with a less capital than \$30,000, and that banks, on commencing business, must deposit with the auditor at least \$50,000, before receiving any notes for circulation.

The Philadelphia, Wilmington & Baltimore Rail Road Co. state that it will be necessary, in order to build the Bridge across the Susquehanna, and to pay off any floating liabilities, to raise about one million of dollars, which they propose to do by the issue of 23,000 new shares of the par value of \$50. The present capital stock is \$3,800,000, represented by 77,000 shares, at \$50 each. The proposed allocation would give a capital of \$5,000,000, represented by 100,000 shares. The income for the present year to 30th Nov., 1853, is estimated at... \$300,000 Expenses, interest, &c. \$7,500 Total... \$302,500

Dividend in April, 1853... \$7,000 Appropriations to Renewal Fund... 157,000

Leaving as a surplus for dividends at the end of the year... \$1,000,000 The gross income of 1854, is estimated at... \$300,000 Renewal Fund... 60,000 Total... 337,500

\$33,750 Net Balance... \$34,500

At Boston Money is easy on call at 7 1/2 P. cent, and of satisfactory character is President of the Vermont Central & Rutland Roads, and will probably be elected President of the Ogdensburg.

At Philadelphia the tendency of money matters during

the week has been towards greater ease. The current rates for strictly first class short paper are 6d. \pm 7 P. cent, for long dates, and names less favorably known at 8 to 10 P. cent.

The City Council of Louisville have passed an ordinance authorizing a subscription of \$1,000,000 to the Knobsville road.

Markets...CAREFULLY REPORTED FOR THE N. Y. TRADEW.

Arrived.—The market is unchanged, and the demand for cotton, sales of \$67.50, and Pearls at \$5.12.

COTTON.—The market is very active, 4,700 bales having changed hands, but at master prices, holding more anxious to sell. The market is still strong, and the price is to be expected to go up.

FLOUR AND MEAL.—The market for all grades of State and Western Flours opened firm but less active.

The large receipts present and prospective restrain the shipping industry, and there is less doing in the market.

WHEAT.—The market is not large, and the price is to be expected to go up.

STEAMERS.—Steamers to Liverpool, Southampton and Fremantle, Australia, Aden, & Suez, Boston, New-York, and Liverpool, U. S. Steamship Liverpool, ship Sovereign of the Seas, Liverpool.

Arrived.—Saturday, June 18.

STEAMERS.—The market is unchanged, and the demand for cotton, sales of \$67.50, and Pearls at \$5.12.

COTTON.—The market is very active, 4,700 bales having changed hands, but at master prices, holding more anxious to sell. The market is still strong, and the price is to be expected to go up.

FLOUR AND MEAL.—The market for all grades of State and Western Flours opened firm but less active.

The large receipts present and prospective restrain the shipping industry, and there is less doing in the market.

WHEAT.—The market is not large, and the price is to be expected to go up.

STEAMERS.—Steamers to Liverpool, Southampton and Fremantle, Australia, Aden, & Suez, Boston, New-York, and Liverpool, U. S. Steamship Liverpool, ship Sovereign of the Seas, Liverpool.

Arrived.—Sunday, June 19.

STEAMERS.—The market is unchanged, and the demand for cotton, sales of \$67.50, and Pearls at \$5.12.

COTTON.—The market is very active, 4,700 bales having changed hands, but at master prices, holding more anxious to sell. The market is still strong, and the price is to be expected to go up.

FLOUR AND MEAL.—The market for all grades of State and Western Flours opened firm but less active.

The large receipts present and prospective restrain the shipping industry, and there is less doing in the market.

WHEAT.—The market is not large, and the price is to be expected to go up.

STEAMERS.—Steamers to Liverpool, Southampton and Fremantle, Australia, Aden, & Suez, Boston, New-York, and Liverpool, U. S. Steamship Liverpool, ship Sovereign of the Seas, Liverpool.

Arrived.—Monday, June 20.

STEAMERS.—The market is unchanged, and the demand for cotton, sales of \$67.50, and Pearls at \$5.12.

COTTON.—The market is very active, 4,700 bales having changed hands, but at master prices, holding more anxious to sell. The market is still strong, and the price is to be expected to go up.

FLOUR AND MEAL.—The market for all grades of State and Western Flours opened firm but less active.

The large receipts present and prospective restrain the shipping industry, and there is less doing in the market.

WHEAT.—The market is not large, and the price is to be expected to go up.

STEAMERS.—Steamers to Liverpool, Southampton and Fremantle, Australia, Aden, & Suez, Boston, New-York, and Liverpool, U. S. Steamship Liverpool, ship Sovereign of the Seas, Liverpool.

Arrived.—Tuesday, June 21.

STEAMERS.—The market is unchanged, and the demand for cotton, sales of \$67.50, and Pearls at \$5.12.

COTTON.—The market is very active, 4,700 bales having changed hands, but at master prices, holding more anxious to sell. The market is still strong, and the price is to be expected to go up.

FLOUR AND MEAL.—The market for all grades of State and Western Flours opened firm but less active.

The large receipts present and prospective restrain the shipping industry, and there is less doing in the market.

WHEAT.—The market is not large, and the price is to be expected to go up.

STEAMERS.—Steamers to Liverpool, Southampton and Fremantle, Australia, Aden, & Suez, Boston, New-York, and Liverpool, U. S. Steamship Liverpool, ship Sovereign of the Seas, Liverpool.

Arrived.—Wednesday, June 22.

STEAMERS.—The market is unchanged, and the demand for cotton, sales of \$67.50, and Pearls at \$5.12.

COTTON.—The market is very active, 4,700 bales having changed hands, but at master prices, holding more anxious to sell. The market is still strong, and the price is to be expected to go up.

FLOUR AND MEAL.—The market for all grades of State and Western Flours opened firm but less active.

The large receipts present and prospective restrain the shipping industry, and there is less doing in the market.

WHEAT.—The market is not large, and the price is to be expected to go up.

STEAMERS.—Steamers to Liverpool, Southampton and Fremantle, Australia, Aden, & Suez, Boston, New-York, and Liverpool, U. S. Steamship Liverpool, ship Sovereign of the Seas, Liverpool.

Arrived.—Thursday, June 23.

STEAMERS.—The market is unchanged, and the demand for cotton, sales of \$67.50, and Pearls at \$5.12.

COTTON.—The market is very active, 4,700 bales having changed hands, but at master prices, holding more anxious to sell. The market is still strong, and the price is to be expected to go up.

FLOUR AND MEAL.—The market for all grades of State and Western Flours opened firm but less active.

The large receipts present and prospective restrain the shipping industry, and there is less doing in the market.

WHEAT.—The market is not large, and the price is to be expected to go up.

STEAMERS.—Steamers to Liverpool, Southampton and Fremantle, Australia, Aden